

No. 7996 號六十九百九千七第 日二初月七未癸綠光 HONGKONG, SATURDAY, AUGUST 31st, 1883. 六 陸 號四廿月八年八

NOTICE.

LIQUIDATOR OF OUR FIRM
Swatlow, 1st August, 1893.

DICKES & Co.
In Liquidation.
[1472]

FOR SALE.

THE ENRIOT'S CELEBRATED CHAMPAGNE,
"Dry Souvraire," Pils and Quarts.
JOLIES VERDIER'S CHAMPAGNE, "Reserve
vintage," Pils and Quarts
ADOLPHE COLLIN'S CHAMPAGNE, "Cabinet"
Pils and Quarts.
MURRAY'S FINE SCOTCH WHISKY (5 years Old).
MURRAY'S FINEST " (7 years Old).
SHERRIE, CHOICE OLD VINO DE PASTO,
(Green Seal).

VERY CHOICE MADEIRA, "Cama de Leode.
SELECTED OLD MADEIRA (Red Seal).
CHOICE RICH OLD PORT, (Green Seal).
CHOICE OLD RESERVE PORT, (Red Seal).
The well-known CLARETS, VERGONIAUD,
Brane Mouton."
The well-known CLARETS VERGONIAUD "La
toso."

Apply to **DOUGLAS LAPRAIK & Co.**
Hongkong, 4th August, 1883. [1471]

POSTPONEMENT OF DEPARTURE.

NAVIGATION COMPANY.

OWING to the continuous wet weather, the
undermentioned steamers are POST-
PONED:—

"RAVENNA"
leaves for Shanghai, at TEN A.M., TO-DAY,
SATURDAY.)

"KASHGAE"
leaves for Japan Ports at TEN A.M., TO-
MORROW.

Acting Superintendent.
Hongkong, 4th August, 1888.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY, AND FOOCHEW.
THE Company's Steamship
"NAMOA,"
Captain, Westoby, will be despatched for the

Instead of as previously advertised.
 For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
 General Managers.
 Hongkong, 3rd August, 1888. [1467]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUZ CANAL.
THE Company's Steamship

Captain Parry, will be despatched TO-DAY,
the 4th instant, at NOON.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th August, 1883. 1313

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
Taking Cargo and Passengers (it through rates)
for NINGPO, CHEONG, NINGPO, TIENTSIN,
HANKOW, and PORTS on the YANGTZEKI.
THE Company's Steamship
"JASON."
Captain Milligan, will be despatched TO-
MORROW, the 5th instant, at DATESIDE.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th August, 1883. 1315

THE CHINA AND MANILA STEAM.

FOR AMOY.
THE Company's Steamship
"JOSEPH JUAN."
Captain Thabaud, will be despatched for the
above Port **TU-MORROW**, the 5th instant, at
Dawnlight.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 3rd. August, 1883. 14103

FOR SWATOW AND BANGKOK.
THE SCOTCH-ION ORIENTAL STEAM-
SHIP COMPANY, LIMITED.
THE Company's Steamer
"KONG-BENG."
Captain R. Young, will be despatched for the
above Ports on **MONDAY**, the 5th instant, at
TEN A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 4th August, 1883. 14165

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR KUPAT AND SANDAKAN.

"THALES"
 Captain Peacock, will be despatched for the above
 Ports on MONDAY, the 6th instant, at FOUR
 P.M., instead of 5 as previously advertised.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 4th August, 1883. [147]

GEO. E. STEVENS & Co's. LINE
 FOR SYDNEY AND MELBOURNE,
 VIA POOCHOW.
 (Calling at Port Darwin, THURSDAY ISLAND,
 COOKTOWN, TOWNSVILLE, and BRISBANE,
 and taking through Cargo to ADELAIDE, NEW

THE departure of the Steamship
"VENICE".
Captain Drake, on above, is **POSTPONED** until
MONDAY, the 31st inst., at 5 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents. (147)
Hongkong, 4th August, 1883.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
THE Company's Steamship
"AVA".
Captain Bretal, will be despatched to
SHANGHAI
shortly after her arrival from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 4th August, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS-POSTE FRANCAIS.
THE Company's Steamship
"MENZALEH"
Captain Blanc, will be despatched to
YOKOHAMA
shortly after the arrival of the next French
Mail from Europe
G. DE CHAMPEAUX,
Agent.
Hongkong, 4th August, 1883.

LUMINOUS PAINT

LIFE BUOYS.
MOORING BUOYS.
BEACONS.
PIER HEADS.
CLOCK DIALS.
LANTERNS FOR MAGAZINES.

LANE, CRAWFORD & Co. have been appointed Agents for the Sale of the "PATENT LUMINOUS PAINT" in Hongkong, South China, and Formosa. They have now a large supply of the most reliable Colours, and have prepared a dark room, in which the illuminating power of this Paint is shown.

Inspection is invited.

LANE, CRAWFORD & Co.
Hongkong, 24th July, 1883.

BEWARE OF IMITATIONS.
TRADE MARKS.

WORKS OF THE LANE, CRAWFORD & Co. have the honour to inform the public that the original and genuine "PATENT LUMINOUS PAINT" is now being sold by the Proprietors, Messrs. Lane, Crawford & Co., 24, Queen's Road, Hongkong.

TRADE MARKS.

NOTICE.

S. WATSON & CO.
FAMILY AND DISPENSING
CHEMISTS.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS.

PATENT MEDICINE VENDORS.

DRUGGISTS' SUBSTANCES.

AND

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON & CO., or

HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, AUGUST 4th, 1883.

SIX months ago we drew attention to a letter published by Mr. HENRY ALABASTER, Interpreter to the King of Siam, on the project for cutting a canal through the Isthmus of Kra.

Mr. ALABASTER declared the scheme to be difficult, costly, and unnecessary. He also expressed a belief that, if constructed, the canal could never be made to pay.

In these opinions, seeing that Mr. ALABASTER was in command of the accounts given by the Isthmus by Captain FRASER and FURZON, who visited it in 1868, and the geological report of Dr. O'DRUM, geologist to the Government of India. The latter states that the district is composed mainly of hard metamorphic rocks resting on a base of granite, which has shot up numerous veins into the superimposed masses. The cutting of such soft material would be a serious undertaking. Captain FRASER and FURZON, from a careful examination of the country, reported at the time against any proposal for cutting a canal, which, to use their own words, "would be out of the question." But neither Mr. ALABASTER's opinion nor the experience of Messrs. FRASER and FURZON sufficed to deter the French engineers, and on the 15th January last an expedition under the command of Lieutenant BELLON, of the French navy, and including two civil engineers, a secretary, a mathematician, and a landman, left Bangkok in the Siamese gunboat *Coronation* (generously placed at their disposal by the King of Siam) for Chumpon, in the Isthmus. The expedition was accompanied by Captain A. J. LORTUS, hydrographer and surveyor in the Siamese service. Captain LORTUS went as Commissioner for the King of Siam to make independent observations, and the result of these lies before us in his report just published. Some credit is due to the author for the promptitude with which he has placed his information before the public, and the report forms a very interesting sketch of the trip through a little known region. Every facility was provided by the officials at Chumpon, Langsuen, Pakchan, and other places for the progress of the explorers, and even comfort were not wanting on the journey, thanks to the excellence of the arrangements and the friendly assistance of His Majesty the King of Siam.

It is not, however, with the journey itself, which was accomplished without accident or unpleasantness, that we propose to deal; we are more concerned with the results of the expedition. These are given by Captain LORTUS without prejudice, and, as we expected, they are most unfavourable to the Canal scheme. After a careful description of the physical characteristics of the Isthmus, Captain LORTUS states the mean height of the hilly district of the Kra route and the latitudes and longitudes, and goes on to consider what works would probably have to be performed to carry out the canal scheme in its entirety. He then states them as follows:—

1st.—The tedious work of cutting the canal, and the removal of the excavations, a question of enormous time and money.

2nd.—The alignment and deepening of the Pakchan river, from Kiang Kuman to Kraw, another great undertaking, and to maintain the continuous labour and expense of keeping the channel free, as the river would constantly be filling up with deposits from the hills.

3rd.—The construction of a strong breakwater from Spital Creek, which would be no task.

4th.—The dredging of a channel through the shoal part of the Bay of Chumpon, with breakwaters on each side to prevent silting.

5th.—The erection of lighthouses, land marks, and beacons. And lastly a pilot vessel at the Bangkok entrance, if not another also in the Gulf of Siam. From the above it will be seen that the works would be extremely heavy, but the nature of the country and excavation necessary will be better understood when it is mentioned that the mean level of the hilly district through which the canal would have to pass for twenty miles is 180 feet, and allowing thirty feet more for the depth of the canal this would be 160 feet. Captain LORTUS calculates that there would be some 84 millions of cubic yards of material to be cut through, of which 75 to 80 per cent. is hard stone. Another question that arises, is as to what could be done with the enormous mass of material, earth and rock, which would have to be excavated. It could not be deposited on either side of the cutting, and its removal would necessarily greatly increase the cost and labour of the construction of the canal.

Having reviewed the difficulties to be encountered in making the proposed waterway, Captain LORTUS turns to a contemplation of the advantages to be gained by this costly project. The difference between the Kra route and that by the Malacca Straits for vessels bound to China would be 266 miles, for those from Saigon 383, for those from Calcutta to Hongkong 471, and from Madras to China 581 miles. This being the case, no saving in time could be effected, since the passage through the canal would be certain to entail longer detention than the distance saved would account for. Independently of this detention, there would, as Captain LORTUS points out, be heavy expenses for pilotage, light dues, and canal dues to be paid. The risk attendant on the voyage would also be much greater than those encountered in threading the Malacca Straits, where calm nearly always prevails. Captain LORTUS very wisely, we think, comes to the conclusion that the Kra route, whether by canal or railway, is utterly useless, seeing that there could be no saving of time effected, while greater risk would be incurred in navigation, and the heavy expenses entailed would be a dead loss. In short, a perusal of the report is sufficient to convince any reflecting individual that the Kra Canal scheme is eminently impracticable, and can never obtain the support or countenance either of the Siamese Government or of any capitalists unless they are saturated with quixotism.

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Telegrams for Bangkok can go forward by mail closing at Singapore at 9 a.m. and 3 p.m., to-day, the 4th inst.

A marine court of enquiry will be held to-day, at 10 a.m., at the Harbour Master's office, to enquire into the loss of the steamer *Sparg*.

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CHINA

Scarcely was the ink dry in my typhoon paragraph of last week before another typhoon was telegraphed as raging in the coast of Japan. The direction in which it was travelling was not then ascertainable, and it has hardly since remained in doubt as regards any probable visitation of this neighbourhood. If, however, we have not this blow, we have a low barometer with a perfect deluge of rain, and in this way has the effect of the typhoon been weathered doubtless made itself felt here.

By the way, I suppose the Manila Authorities could not well hang any charge on the monotonous form of their weather service. "Typhoon" is a word which is blowing, I suppose, and "typhoon" is a word which is blowing, I suppose, and "typhoon" is a word which is blowing, I suppose.

The most of Lunt must be a bonnie sort of coast to live on. However solitary the individual there might find himself, he could never plead want of excitement, or say that it was "better to dwell in the midst of silence than to reign in that of noise." For he would be in the very centre of a storm, and his life would be a constant

